





to divine, unless the people at home, who are convinced of the feasibility of establishing the communication, wish to keep the shares in their own hands.

Several blue books have appeared containing a correspondence between the Australian, Dutch, and Her Majesty's Government on the subject; and much discussion took place, among the learned in these matters, in the autumn of 1864, after the formation of the company above alluded to. It was asserted by some that to lay and maintain the proposed cables was utterly impossible; while, on the other hand, Sir CHARLES BRIGHT declared that, along the route proposed by him, it was not only quite possible but decidedly practicable to submerge and keep in repair a line of cables. In this view Sir CHARLES was fully supported by another eminent Engineer, Mr FORD, who, quite concurred with him also in the route which he had suggested. This route was from Rangoon to Singapore (with stations at King Island and Penang), thence Northward to Saigon and China, and Southward to Batavia, where connection was to be made with the Dutch Java lines, and thence again pass on from their South Eastern extremity to Timor and Northern Australia.

No doubts have ever been expressed relative to the success of the China line or the absence of difficulty that would attend its submergence. It, as well as the other lines referred to, would be divided into sections of from 400 to 500 miles; the longest proposed section being shorter than one of the Malta and Alexandria line, and most of them not longer than the cable connecting England with Denmark. It has been ascertained by actual survey, and is admitted, that a cable can be laid in a mean depth of 40 fathoms between Rangoon and Singapore, and what is of unquestionable advantage, over an even bottom, consisting principally of sand and soft mud, circumstances the most favorable for the deposition of submarine lines; while experience has shown that at this depth, or even at 50 fathoms, a cable can be repaired without difficulty, or be picked up and again deposited at pleasure.

The objections raised, however, in no way affect that portion of the scheme which contemplates the laying and maintaining of a cable between India and Singapore, and thence, via Saigon, to China. They relate to the line between Singapore and Batavia, and from the Eastern end of Java to the Head of Gulf Carpentaria, via Timor. In the first place it has been asserted that coral bounds in all the seas through which this line must pass, to such an extent as to render it highly improbable, if not impossible, to maintain it in working order for any serviceable period. To this objection two answers may be given; either of them, we submit, sufficiently conclusive of itself. Coral can only prove destructive to an iron-covered cable in very shallow water, or where strong currents exist. Under opposite conditions—those of deep water or absence of violent and continued motion, the latter being, at great distances from the surface, a usual result of the former—the cable would lie almost perfectly at rest upon the bed of the coral, and consequently would not be damaged by it. And, careful perusal of the Admiralty charts will prove the correctness of Sir CHARLES BRIGHT's statement, that the different cables can be laid clear of the coral and quite free from contact, with it. We submit that these answers are satisfactory so far as the coral theory is concerned.

The further objections raised to this line are that the portion of it between Singapore and Batavia will be in water that is too shallow; and the portion of it between Java and Australia will suffer from a directly opposite calamity, and will be in water that is too deep. That the sea between Singapore and Batavia is more shallow than would be selected as a matter of choice for the purpose, is not denied; it being very little over 20 fathoms, and in portions not exceeding 10 to 12 fathoms. But the various cables crossing the North Sea and English Channel, connecting England with Denmark, Hanover, Holland, Belgium, and France lie under similar conditions and in water not deeper than that between Singapore and Batavia. They certainly are sometimes damaged but are speedily, and without any great amount of difficulty, restored to working order. The sea between Java and Macassar is shown by the charts to average 40 fathoms, and from about 70 miles beyond Timor to the head of Gulf Carpentaria to be from 40 to 80 fathoms. Between Macassar, however, and the space beyond Timor, just mentioned (70 miles), a distance of nearly 550 miles, no soundings have yet been taken, so far as we can learn; but we are not aware that there exists any reason for supposing that this distance is too deep for the purpose in view. It is certainly beyond dispute that, with the exception of the 550 miles of which we have no accurate information, the sea bottom between Java and Australia is favorable for the enterprise.

The nature of the country between the head of Gulf Carpentaria and Brisbane has until lately been comparatively unexplored

and little known; but it appears to be now settled to within 100 miles of the gulf. The Queensland government has undertaken to carry a land telegraph across this country to meet the cable from Singapore, the money for the greater portion of the line having been already voted by the Legislature.

The Engineer to the Malta and Alexandria telegraph has stated that, in his opinion, "the depth and nature of the sea bottom between Rangoon and Singapore are more favorable for laying and maintaining a cable than between Malta and Alexandria." Now, as only one section of the Malta and Alexandria line has ever met with any accident, and it has been laid for more than five years, this is pretty good evidence in favour of the proposed line, which we are informed upon the best authority can be laid under more advantageous conditions than that between Malta and Alexandria.

All opponents of the scheme have granted that from Singapore to China it is perfectly practicable. We are of opinion that it is equally practicable between Singapore and Batavia, and we base our opinion very much upon the fact that the Dover and Calais line, which is laid at an equally moderate depth, has lasted nearly fifteen years and works now as well as ever it did. We are also of opinion that there is not much room for doubt with reference to that portion of the proposed line extending from Java to Australia. The great objection to deep sea lines is the difficulty experienced in repairing them; but it is to be hoped that recently invented outer coverings for submarine telegraph wires will be found to effectually protect them from the chemical action of salt water. We are all aware that the core of the cable—the copper and gutta percha or india rubber—cannot be injured by any such chemical action, but can only be affected by actual mechanical violence; and this we have shown can be avoided. Therefore, if we succeed in protecting the outer iron covering from corrosion, there is little to fear as regards frequent or serious repairs being required.

So far as we can judge there appears to be no reason why that portion of the plan which more nearly concerns ourselves should not be at once proceeded with. We mean the line to China. An instalment is better than nothing, and we fail to see any sufficient cause why the mercantile community of China should be deprived of so great a boon simply because there are imaginary difficulties in the way of extending the same blessing to our brethren in Australia.

It is not to be supposed that the largest houses in China will look with a particularly favourable eye upon the introduction of telegraphic communication with the Straits, India, and Europe, because it will, to a great extent, deprive them of the exclusive advantages which they at present possess over the less wealthy firms by means of their independent steamers. But we are advocating the establishment of this communication in the interests of the European community generally, and not upon any less important ground.

We commend the subject to the serious attention of our readers, and beg to suggest whether some local action in the matter should not be taken with a view to working in concert with the promoters at home and expediting as rapidly as possible the consummation of so very desirable an object.

#### NOTIFICATION.

No. 8 of 1866.

The Undersigned, Her Britannic Majesty's Consul for Shanghai, has been instructed by Sir R. Alcock, K. C. B., Her Majesty's Envoy Extraordinary and Minister Plenipotentiary in China, &c., &c., to publish the annexed Convention in English and Chinese, signed at Peking on the 6th of March instant by the said Minister Plenipotentiary and Monsieur de Bellonet, H. I. M.'s Chargé d'Affaires, on the one hand, and the Prince of Kung on the other, which embodies the rules and regulations under which the contracting Powers is hereafter to be carried on.

CHARLES A. WINCHESTER.  
H. B. M. Consulate,  
Shanghai, 22 March 1866

#### CONVENTION

To regulate the Engagement of Chinese Emigrants by British and French Subjects.

The Government of His Majesty the Emperor of China having requested that, in accordance with the terms of conventions signed at Peking the 24th and 26th of Oct. 1860, a set of Regulations should be framed to secure to Chinese Emigrants those safeguards which are required for their moral and physical well-being; the following, after due discussion and deliberation at the Yamen of Foreign Affairs, have been adopted by the undersigned, and will henceforth be in force.

#### REGULATIONS.

ARTICLE I.  
Any person desiring to open an Emigration Agency in any Port in China, must on application in writing to that effect to his Consul, enclosing at the same time copy of the Rules which he proposes to observe in his Establishment, copy of the Contract which he offers to Emigrants, together with the necessary proofs that he has complied with all the conditions imposed by the laws of his country regulating Emigration.

ARTICLE II.  
The Consul after having assured himself of the solvency and respectability of the Applicant, and having examined and approved the copies of the Rules and Contracts, shall communicate them to the Chinese Authorities and shall request them to issue the Licence necessary for opening an Emigration Agency.

The Licence, together with the Rules and Contracts as approved by the Chinese Authorities will be registered at the Consulate.

ARTICLE III.  
No Licence to open an Emigration Agency shall be withdrawn except upon sufficient grounds, and then only with the sanction of the Consul. It shall be the duty of the Emigration Agent to have no claim to compensation for the closing of his establishment, and the suspension of his operations.

ARTICLE IV.  
No modification of the Rules and Contracts when once approved by the Consul and by the Chinese Authorities shall be made without their express consent; and in order that no Emigrant may be ignorant of them the said Rules and Contracts shall in all cases be posted up on the door of the Emigration Agency and in the quarters of the Emigrants.

ARTICLE V.  
The Emigration Agent shall be allowed to circulate and make generally known in the towns and villages of the Province copies of these Rules and Contracts which must in all cases bear the Seals of the Chinese Authorities and of the Consulate.

ARTICLE VI.  
Every Emigration Agent shall be held responsible under the laws of his country for the due execution of the clauses of the contract signed by him until its expiration.

ARTICLE VII.  
Every Chinese wishing to emigrate under an engagement shall cause his name to be entered in a Register kept for that purpose, in the presence of the Emigration Agent and of an Inspector deputed by the Chinese Government. He will then be at liberty to return to his home or to remain in the Emigration Depot to wait the departure of the ship which is to carry him to his destination.

ARTICLE VIII.  
The contracts shall specify—  
1st.—The place of destination and the length of the engagement.

2nd.—The right of the Emigrant to be conveyed back to his own country, and the sum which shall be paid at the expiration of his contract to cover the expense of his voyage home and that of his family should they accompany him.

3rd.—The number of working days in the year and the length of each day's work.

4th.—The wages, rations, clothing and other advantages promised to the Emigrant.

5th.—Gratuitous medical attendance.

6th.—The sum which the Emigrant agrees to set aside out of his monthly wages for the benefit of persons to be named by him, should he desire to appropriate any sum, to such a purpose.

7th.—Copy of the 8th, 9th, 10th, 14th and 22d Articles of these Regulations.

Any clause which shall purport to render invalid any of the provisions of this Regulation is null and void.

ARTICLE IX.  
The term of each Emigrant's engagement shall not exceed five years, at the expiration of which the contract shall be null and void, and the Emigrant shall be paid for the expense of his return to his country. In the event of his obtaining permission to remain without an engagement in the colony, this sum will be placed in his own hands.

It shall always be at the option of the Emigrant to enter into a second engagement, of five years, for which he shall be paid a premium equivalent to one-half the cost of his return to China. In such a case the sum destined to cover the expense of his return home shall not be paid until the expiration of the second engagement.

Every Emigrant who may become invalided and incapable of working shall be allowed without waiting for the expiration of his contract, to claim before the legal Courts of the colony or territory where he may be, payment on his behalf of the sum destined to cover the expense of his return to China.

ARTICLE X.  
The Emigrant shall in no case be forced to work more than six days out of seven, nor more than nine hours and a half in the day.

The Emigrant shall be free to arrange with his employer the conditions of work by the piece or of all extra labor undertaken during days and hours set apart for rest.

The obligation on holidays to attend to cattle or to do such service as the necessities of daily life may demand, shall not be considered as labour.

ARTICLE XI.  
No engagement to emigrate entered into by any Chinese subject under twenty years of age, will be valid unless he produce a Certificate from the proper Chinese Authorities stating that he has been authorised to contract such engagement by his parents, or, in the default of his parents, by the Magistrate of the Port at which he is to embark.

ARTICLE XII.  
After four days but not less, from the date of the entry of the Emigrant's name on the Register of the Agency, the Officer deputed by the Chinese Government being present, the Contract shall be read to the Emigrant, and he shall be asked whether he agrees to it, and having answered in the affirmative he shall then and there append his signature thereto.

ARTICLE XIII.  
The Contract once signed the Emigrant is at the disposal of the Agent, and must not absent himself from the Depot without the permission of the Agent.

Before embarking, every Emigrant shall be called before the Officer deputed by the Chinese Authorities to ratify his Contract, which shall be registered at the Consulate. Twenty-four hours before the sailing of the ship, the Emigrants shall be mustered on board before the Consul and the Inspector of Customs, or their deputies, and the list shall be finally closed for signature and registration by the Consul and the Inspector.

Any individual refusing to proceed after this muster shall be bound to repay the

expenses of his maintenance in the Emigration Depot at the rate of One hundred cash (one taal of a Tael) per diem. In default of payment he shall be handed over to the Chinese Magistrate to be punished according to the laws.

ARTICLE XIV.  
Any sum handed over to the Emigrant before his departure shall only be regarded in the light of a Premium upon his engagement. All advances upon his future wages are formally forbidden except in the case of their being appropriated to the use of his family, and the Consul will take special pains and provide against their being employed in any other way. Such advances shall not exceed six months' wages and shall be covered by a stoppage of one dollar per month until the entire debt shall have been paid.

It is absolutely forbidden, whether on the voyage or during the Emigrant's stay in the Colony or Territory in which he may be employed, to make any advances to him in money or kind payable after the expiration of his engagement. Any agreement of this nature shall be null and void, and shall give the creditor no power to oppose the return of the Emigrant to his Country at the time fixed by the Contract.

ARTICLE XV.  
The Emigrant during his stay in the Depot shall be bound to conform to the Regulations adopted for its internal economy by the Consul and the Chinese Authorities.

ARTICLE XVI.  
Any Emigrant who may be riotous or guilty of any misconduct shall be immediately locked up until the arrival of the Officers deputed by the Chinese Authorities to whom he will be handed over to be punished in conformity with the laws of the Empire; the Officers of the Agency being in no case authorised to take the law into their own hands and inflict any punishment.

ARTICLE XVII.  
The Deputies of the Consul and of the Chinese Authorities shall at all times be empowered to demand admittance to the Agency, and to demand answers to the questions put for purpose of interrogation. They will be present at the signing of the Contracts and at the embarkation of the Coolies.

They will see to the maintenance of order, to the healthiness and cleanliness of the rooms destined to receive the Emigrants, to the separation of families and women, and to the arrangements on board the Transport ships.

They may at any time demand that Experts or Medical Officers shall be called in, in order to verify any defects which they may have remarked; they may suspend the embarkation of Emigrants in ships the arrangements on board of which may seem to them to be defective, and they may reject Coolies afflicted with contagious diseases.

ARTICLE XVIII.  
The Emigration Agent shall be bound to pay to the Customs Bank the sum of One Dollar for every Male adult entered on the list of Coolies embarked, to meet the expenses of inspection.

ARTICLE XIX.  
Any Emigrant claimed by the Chinese Government as an offender against the Law, shall be handed over to the Authorities without opposition, through the Consul; and in such case the whole sum expended for the maintenance of the Emigrant in the Agency or on board ship, shall be repaid immediately to the Emigration Agent, at the rate of one hundred cash (one tenth of a Tael) per diem.

The sum of the Premium Advances, Clothing, &c., entered in the Agency Register against such Emigrant shall in like manner be repaid by the Chinese Government.

ARTICLE XX.  
The Emigration Agent shall not be at liberty to embark Emigrants on board any ship which shall not have satisfied the Consul that, in respect of its internal economy, conditions and sanitary arrangements, the conditions required by the Laws of the country to which the said ship may belong are fulfilled.

Should the Chinese Authorities upon the reports of the Officers deputed by them, conceive it their duty to protest against the embarkation of a body of Emigrants in a ship approved by the Consuls, it shall be in the power of the Customs to suspend the granting of the Ship's Port Clearance until further information shall have been obtained, until the final decision of the Legation of the country to which the suspected ship belongs shall have been pronounced.

ARTICLE XXI.  
On arrival of the ship at her destination the duplicate of the list of Emigrants shall be presented by the Captain to be signed by his Consul and by the Local Authorities.

In the margin and opposite to the name of each Emigrant, note shall be made of deaths, births and diseases during the voyage, and of the destination assigned to each Emigrant in the colony or territory in which he is to be employed.

This document shall be sent by the Emigration Agent to the Consul at the port at which the Emigrants embarked, and by him delivered to the Chinese Authorities.

ARTICLE XXII.  
In the distribution of the Emigrants as labourers, the husband shall not be separated from his wife, nor shall parents be separated from their children being under fifteen years of age.

No labourer shall be bound to change his employer without his consent, except in the event of the factory or plantation upon which he is employed changing hands.

ARTICLE XXIII.  
His Imperial Highness the Prince of Kung has further declared in the name of the Government of His Majesty the Emperor of China—

1st.—That the Chinese Government throws no obstacle in the way of free Emigration, that is to say, of the departure of Chinese subjects embarking of their own free will and at their own expense for foreign countries, but that all attempts to bring Chinese under an engagement to emigrate, otherwise than as the present Regulations provide, are formally forbidden and will be prosecuted with the extreme rigor of the Law.

2nd.—That a Law of the Empire punishes by death those who, by fraud or by force, may induce Chinese subjects for the purpose of sending them abroad against their will.

3rd.—That whereas the operations of Emigration Agents with a view to the supply of Coolie labor abroad, are authorized at all the open ports, when conducted in conformity with their Regulations and under the joint supervision of the Consuls and the Chinese Authorities, it follows that where this joint supervision cannot be exercised, such operations are formally forbidden.

These declarations are here placed on record, in order that they may have the same force and validity as the Regulations contained in the twenty-two Articles foregoing.

Done and signed at Peking in triplicate, the 5th of March 1866.

(Signed) RUTHERFORD ALCOCK, L.S.

Seal and Signature of PRINCE KUNG.

(Signed) HENRY DE BELLENOT, L.S.

True copy,  
J. Mc L. Brown,  
Assistant Chinese Secretary.

(From the Evening Mail.)

The *Princess Royal* has been ordered down from Japan and may be expected here in about a week's time.

We hear that the officers of the 9th and Royal Artillery now stationed at Canton to instruct the Chinese are to be withdrawn at once. We have not been informed of the reasons which have led to this movement.

A MEETING of the Captains of the French ships now present in harbour, has been assembled by M. du Chesne, Consul for France, at which they were informed that in compliance with a international convention or code of regulations signed at Peking on the 5th instant, between the Prince of Kung on the part of China, Sir Rutherford Alcock on the part of Great Britain, and M. Henri de Bellefont on the part of France, it is absolutely forbidden that French Agents or French Captains of vessels take part in any scheme having for its object the enlistment of Chinese Coolies at Macao.

The rumoured case of piracy which we reported in our last night issue turns out at last to be rather a laughable affair. It appears that the *Hamburg Barque Tekli* coming into harbour early yesterday morning mistook the British ship *Golden Horn* for the Hamburg ship *Aline*, and hailing her enquired if the Captain was on board the crew on watch not understanding properly, thought they said "We have pirates on board," and immediately armed ten men and sent them to the *Tekli* tender any assistance in their power, at the same time firing four signal guns for assistance which were luckily not taken notice of by the Police as the case turned out. When they arrived on board and had an explanation with the Captain, they found out the error they had been led into—and returned to their own ship rather disappointed at not having had a row with pirates as they had expected.

As our readers will have already noticed a disturbance of an undignified description has lately arisen in Shanghai. It seems that an action of a very incredible description was generally attributed to a member of the Shanghai Club. A certain number of the gentlemen in that establishment, among whom was the Judge of the Supreme Court and Her Majesty's Vice Consul, were naturally desirous that the affair should be sifted to the bottom. They did not conceive that they were called upon to continue upon a footing of co-membership with the man, who it appeared had committed an action of a description not becoming any decently conducted society. It also seems that an enquiry was set on foot by the Club Committee, but for some reason, was subsequently quietly allowed to drop. The result was—that those members who did not approve of the slur cast on the Club, by the suspicion which had gained wide spread currency, wrote a letter to the Committee tendering their resignation, and stating very plainly the reason for their leaving. A lengthened and somewhat angry correspondence ensued upon the subject, which some of our readers may have seen in the Shanghai papers. It is needless for us to enter into any very detailed criticism upon it; it is certainly not complimentary on either side, but the amusing part of the affair is that the Club Committee, in reply to a very temperate letter from the dissentient members reported that they had been guilty of misapprehension not to say misrepresentation. This naturally called forth a pretty sharp reply and the Committee then thought it convenient to return the letter, and make a clumsy attempt at enacting the part of injured innocence. So much for this curious correspondence. It is unique and to a certain extent inexplicable, but its full meaning can be better understood when the nature of the occurrence which gave rise to it is fully appreciated. Of this we have been informed; but though we are by no means inclined to a dilatory squeamishness we cannot allude to it in other terms than by saying that the action imputed upon almost undoubted grounds to one or other of the members of the Club, was such as no man of ordinarily gentlemanly feeling would for a moment tolerate. We have quite enough to do to allude to disagreeables which too frequently arise in this Colony, and have no wish to place our hands in the dirt

water which may spring up in all the other ports in China. We feel ourselves, however, called upon to notice this affair from the consideration that membership of the Shanghai Club also constitutes an honorary membership of the Hongkong Club, and that if the matter alluded to stands as it is, we may perhaps be favored with the presence at the latter Club of an individual who would be shunned in any respectable circles. The simple fact remains that the Committee do not even pretend to have thoroughly investigated the scandal, and they appear to think that because the gentleman immediately aggrieved was willing to overlook the injury, they were not called upon to take any further steps in the matter. Now from this we entirely dissent; the question is not whether an individual member may be content to take an insult, but whether the Club as a body will tolerate his being subjected to one. This latter principle the Committee seem inclined to admit as quite a regular and normal state of things, and they endeavour to take up the grounds that they are not called upon to investigate an outing or society however serious, unless someone wishes to goad them on to so doing. This certainly is scarcely the way in which anyone acquainted with the ordinary amenities of society, or having the slightest knowledge of Club customs, would think should be the tone of an association of gentlemen. It would seem to us that if a *London and China Club* is established, as has been proposed, the promoters will be wary how they admit members of the Shanghai Club, so long as misconduct of the kind which has occurred, be left to take its own course.

In conclusion we would only say that we are far from partaking of that spirit of petty rivalry which has too often induced ill-natured criticism on Shanghai by the Hongkong press. We are glad to watch the progress of the "Model Settlement"; but while we rejoice in its material improvement, in its bettered municipal regulations, in the advance of its trade and the prosperity of its residents, we cannot but regret the slightest evidence of a lowered tone—we will not say in morality, but at least in social refinement and gentlemanly conduct.

#### THE CUSTOMS RETURNS.

*Shanghai Commercial Record, March 25.*

The public are naturally looking with some anxiety for the promised reports upon the Trade at the open ports in China. Last year these were not issued until a very late date, a circumstance which detracted not a little from their usefulness, and we trust that upon the present occasion they will be better "up to time." Upon the whole, the returns of Trade reflect much credit upon the pains which have been taken upon them, though they are not of course so free from errors as is naturally the case in statistics issued at home, where assistance can be procured from the various departments of the Government in mind the difficulty which must attend the getting up of much statements out in China, we have refrained from noticing very minutely one or two errors which have crept into them. We are confident however, that the returns are of great value, and we are happy to say that they will be of great service in pointing out the magnitude of the error which occurred in the Returns of Trade at Shanghai for 1864, and to which we think attention ought to have been called in these just published. We allude to the export of Cotton, which by some oversight was stated in the Returns of 1864 as being 226,144 instead of 226,844, a circumstance which we should have overlooked, but for our having referred to Mr Dick's report upon the Trade. We would suggest that in any future numbers issued a slip should be inserted calling attention to this error as it is hardly necessary to notice the fact that the error was not a very large one, and that at least two or three years more one of the most important subjects for investigation connected with our Trade.

Though statistics, however carefully prepared, cannot be supposed to insure anything like positive accuracy, in the course of a number of years, they form a valuable means of ascertaining the progress of trade and the individual errors become of trifling significance as they in the measure neutralize one another. It is a curious fact, proved by experience, that there are certain laws which govern even the commission of blunders, and that it can be stated with something like accuracy what number of letters will find their way to the General Post Office in the course of a year—a circumstance from which metaphysical writers have deduced some materialistic theories concerning the constitution of the human mind.

While making one of two short-comings, in what we trust will not be considered an undignified point, we have much pleasure in bearing testimony to the general efficiency of the Chinese Customs Returns both in regard to their intrinsic merit as statistics, and also in respect to the very admirable manner in which they are printed and got up.

#### CASE OF THE EURYDICE—JUDGMENT.

Pursuant to an Order from P. C. Luard Esq., Lieutenant-Commander of H. M. S. *Eurydice*, Senior Naval Officer, Hongkong, dated 15th Feb. 1866, a Naval court was assembled on Monday the 19th instant, consisting of the following members.

PHILIP C. LUARD—President.  
JOHN F. BARNES—2d Master H. M. S. *Havoc*.  
HERBERT J. ALLEN—Assistant, H. B. M. Consulate.

GEORGE D. PITMAN—Commander S. S. *Undine*.  
ALEXANDER MORRISON—Commander ship *Cont-nakie*.

To enquire into the circumstances attending the stranding of the British barque *Eurydice*, John Gibb, master on the 23rd December last, and the steps that have been taken subsequently respecting her.

The court having been duly sworn and the orders for sitting read, proceeded to examine the witnesses. Having held a strict and careful enquiry in the case, we have come to the following decision.

1st.—That the Pilot had ordered the ship in a very bad place.

2d.—That blame is to be attached to the master John Gibb, for not paying proper attention to the mooring of his vessel, after there was reason to suppose that one of the anchors had started; in the consequences of which the ship dragged on to the Pagoda Rock.

3d.—That the Court is of opinion that no blame is to be attached to the master for the means taken to get his ship off the Rock.

4th.—That the master is to blame, for allowing his vessel to remain for 12 days on a Sand Bank, considering she was making little or no water, and might with safety have been moored in the stream.

5th.—That the master is also to blame for not having a Pilot on board, coming out of the docks, whereby his vessel again touched the ground.

6th.—That the master is to blame for proceeding to sail by Public Auction, a portion of the ship's rigging, stores, &c. his vessel not having been condemned, which necessitated the interference by force

by the senior Naval Officer of the owners and master. 7th.—After the Court had been informed of the case by the senior Naval Officer, the Court decided in favor of the master, and ordered that the master should be paid the cost of the repairs to the vessel, and that the master should be allowed to keep the vessel until the repairs were completed. 8th.—The Court also ordered that the master should be allowed to keep the vessel until the repairs were completed. 9th.—The Court also ordered that the master should be allowed to keep the vessel until the repairs were completed. 10th.—The Court also ordered that the master should be allowed to keep the vessel until the repairs were completed. 11th.—The Court also ordered that the master should be allowed to keep the vessel until the repairs were completed. 12th.—The Court also ordered that the master should be allowed to keep the vessel until the repairs were completed. 13th.—The Court also ordered that the master should be allowed to keep the vessel until the repairs were completed. 14th.—The Court also ordered that the master should be allowed to keep the vessel until the repairs were completed. 15th.—The Court also ordered that the master should be allowed to keep the vessel until the repairs were completed. 16th.—The Court also ordered that the master should be allowed to keep the vessel until the repairs were completed. 17th.—The Court also ordered that the master should be allowed to keep the vessel until the repairs were completed. 18th.—The Court also ordered that the master should be allowed to keep the vessel until the repairs were completed. 19th.—The Court also ordered that the master should be allowed to keep the vessel until the repairs were completed. 20th.—The Court also ordered that the master should be allowed to keep the vessel until the repairs were completed. 21st.—The Court also ordered that the master should be allowed to keep the vessel until the repairs were completed. 22nd.—The Court also ordered that the master should be allowed to keep the vessel until the repairs were completed. 23rd.—The Court also ordered that the master should be allowed to keep the vessel until the repairs were completed. 24th.—The Court also ordered that the master should be allowed to keep the vessel until the repairs were completed. 25th.—The Court also ordered that the master should be allowed to keep the vessel until the repairs were completed. 26th.—The Court also ordered that the master should be allowed to keep the vessel until the repairs were completed. 27th.—The Court also ordered that the master should be allowed to keep the vessel until the repairs were completed. 28th.—The Court also ordered that the master should be allowed to keep the vessel until the repairs were completed. 29th.—The Court also ordered that the master should be allowed to keep the vessel until the repairs were completed. 30th.—The Court also ordered that the master should be allowed to keep the vessel until the repairs were completed. 31st.—The Court also ordered that the master should be allowed to keep the vessel until the repairs were completed. 32nd.—The Court also ordered that the master should be allowed to keep the vessel until the repairs were completed. 33rd.—The Court also ordered that the master should be allowed to keep the vessel until the repairs were completed. 34th.—The Court also ordered that the master should be allowed to keep the vessel until the repairs were completed. 35th.—The Court also ordered that the master should be allowed to keep the vessel until the repairs were completed. 36th.—The Court also ordered that the master should be allowed to keep the vessel until the repairs were completed. 37th.—The Court also ordered that the master should be allowed to keep the vessel until the repairs were completed. 38th.—The Court also ordered that the master should be allowed to keep the vessel until the repairs were completed. 39th.—The Court also ordered that the master should be allowed to keep the vessel until the repairs were completed. 40th.—The Court also ordered that the master should be allowed to keep the vessel until the repairs were completed. 41st.—The Court also ordered that the master should be allowed to keep the vessel until the repairs were completed. 42nd.—The Court also ordered that the master should be allowed to keep the vessel until the repairs were completed. 43rd.—The Court also ordered that the master should be allowed to keep the vessel until the repairs were completed. 44th.—The Court also ordered that the master should be allowed to keep the vessel until the repairs were completed. 45th.—The Court also ordered that the master should be allowed to keep the vessel until the repairs were completed. 46th.—The Court also ordered that the master should be allowed to keep the vessel until the repairs were completed. 47th.—The Court also ordered that the master should be allowed to keep the vessel until the repairs were completed. 48th.—The Court also ordered that the master should be allowed to keep the vessel until the repairs were completed. 49th.—The Court also ordered that the master should be allowed to keep the vessel until the repairs were completed. 50th.—The Court also ordered that the master should be allowed to keep the vessel until the repairs were completed. 51st.—The Court also ordered that the master should be allowed to keep the vessel until the repairs were completed. 52nd.—The Court also ordered that the master should be allowed to keep the vessel until the repairs were completed. 53rd.—The Court also ordered that the master should be allowed to keep the vessel until the repairs were completed. 54th.—The Court also ordered that the master should be allowed to keep the vessel until the repairs were completed. 55th.—The Court also ordered that the master should be allowed to keep the vessel until the repairs were completed. 56th.—The Court also ordered that the master should be allowed to keep the vessel until the repairs were completed. 57th.—The Court also ordered that the master should be allowed to keep the vessel until the repairs were completed. 58th.—The Court also ordered that the master should be allowed to keep the vessel until the repairs were completed. 59th.—The Court also ordered that the master should be allowed to keep the vessel until the repairs were completed. 60th.—The Court also ordered that the master should be allowed to keep the vessel until the repairs were completed. 61st.—The Court also ordered that the master should be allowed to keep the vessel until the repairs were completed. 62nd.—The Court also ordered that the master should be allowed to keep the vessel until the repairs were completed. 63rd.—The Court also ordered that the master should be allowed to keep the vessel until the repairs were completed. 64th.—The Court also ordered that the master should be allowed to keep the vessel until the repairs were completed. 65th.—The Court also ordered that the master should be



may spring up in all the other. We feel ourselves, however, upon to notice this affair from membership of the Club also constitutes an honor-ship of the Hongkong Club. He rather alluded to stands as the matter be favored with the letter Club of an individual be shunned in any respectable simple fact remains that the not even pretend to have the- the scandal, and they think that because the gentle- aggrieved was willing to injury, they were not called we any further steps in the w. from this we entirely dis- question is not whether an in- mber may be content to take whether the Club as a body his being subjected to one. principle the Committee seem limit as quite a regular and nor- things, and they endeavour to grounds that they are not called investigate an outing or society how- unless someone wishes to good. so doing. This certainly is way in which anyone acquaint- way amenities of society, or lightest knowledge of Club cus- think should be the tone of an of gentlemen. It would seem if a London and China Club is as has been proposed, the pro- wary how they admit mem- shanghai Club, so long as mis- the kind which has occurred, be its own course.

We would only say that we in partaking of that spirit of which has too often induced criticism on Shanghai by the press. We are glad to watch of the "Model Settlement"; we rejoice in its material im- in its bettered municipal re- in the advance of its trade and nity of its residents, we cannot the slightest evidence of a lower- will not say in morality, but at rial refinement and gentlemanly

#### CUSTOMS RETURNS.

*Commercial Record, March 25.*  
We are naturally looking with some anxiety at reports upon the Trade at the open- ing. Last year these were not issued (late date); a circumstance which we little from the fact, and we in the present occasion they will be time. Upon the whole, the returns at much credit upon the pains which on upon them; though they are not of from others as is naturally the case in at home, where assistance of in- ally proposed to reduce the duty on treacle from 3s. 4d. to 2s. 6d., but did not anticipate that this would make any alteration in the revenue. He also proposed a scheme of annual licences upon banking and public companies and clubs, and persons engaged in business with certain excep- tions, which will be found in our Parliamentary report, and these annual licences, he estimated, would bring in £75,000, which, together with the Customs duties, would make a total of £243,160 to be realised from the taxes he submitted for the approval of the Committee of Ways and Means.

#### REVIEW.

WHEATON'S INTERNATIONAL LAW.

(From *Trübner's Oriental Record*.)

CHINESE LITERATURE.—A somewhat noticeable publication has recently been published, at which, in the shape of a translation into Chinese of Wheaton's International Law, which, at the instance of the U. S. Minister, has been brought out at the expense of the Imperial Government. The translation is the work of an American missionary, the Rev. A. P. Martin, whose rough version has been revised into classical Chinese by a committee of four native officials, of high literary rank, under the auspices of the Foreign Board. A copy of the work, which is beautifully printed in four thin volumes, has but just reached me, so I am unable to pronounce upon the nature of the translation by a comparison with the original, and, indeed, the translator, in his Preface, declares that his work is a paraphrase, and not an actual rendering of Wheaton's celebrated treatise. In giving his work this character, if it was to be put into a Chinese form, Mr. Martin could not doubt very wisely, since prolix discussions on abstract right, the very principles of which are utterly denied by all or- thodox Chinese, could not be presumed to render much service for the present in an official point of view. It may indeed be questioned with great truth, whether a treatise of any kind on international law is likely to be of real service to the Chinese or to flourish in the conduct of their Treaty relations. We begin by finding the Chinese Government beyond the pale of civilized Powers, to whom alone the term "international law" has any signification, and we find ourselves as well as to observe conditions which international law expressly teaches us are at variance with the practice of independent States; and it may, therefore, fairly be asked whether a needless feeling of irritation is not likely to be provoked in the Chinese official mind when its Government is called upon to make public a work which, if it proves anything, proves that China is denied those rights of sovereignty which it was the object of the author of this work to expand. If, however, no practical good is likely to follow from this undertaking, great credit must nevertheless be given to Mr. Martin for his patient in accomplishing so laborious a task, and the praise he claims for himself in his Introduction, of having accomplished an arduous labour with few imperfections may not doubt be allowed. It is, however, to be regretted, is likely to occur, though indirectly, from this trans- lation, in the demolition of the mischievous rendering of the word God, which has been adopted for many years by the American missionaries, in opposition to their English brethren. The term *Shang-ti* (Supreme Being) has long been employed in the version of the Holy Scriptures by Chinese translators, whilst the incapacity in critical exercises which the American missionaries have unfortunately displayed has led them to insist on the word *Shen* (Spirit), which is used by the Chinese to designate the thousand and the supernatural beings of their elastic belief. "Black spirit" and white "black spirit" are, and mischievous fables, would all be called forth by the Chinese, and the use of this character, to represent the idea of Jehovah has vulgarized the American version of the Scriptures to a lamentable extent. In the present version the Chinese caditators of Mr. Martin have refused to accept the word *Shen* as an adequate representation of the idea of a Supreme Deity; and their use of the character *Shang-ti* will no doubt have great weight in leading to an abandonment of the word *Shen* in future American editions of the Bible.

#### THE EURYDICE.—JUDGMENT.

An Order from Philip C. Luard Esq., Judge of H. M. S. *Eurydice*, Senior Naval Officer, dated 15th Feb., 1866, a Naval Comblet on Monday the 19th instant, the following members.  
Luard—President.  
JAMES, 2d Master H. M. S. *Have*.  
J. ALLEN—Assistant, H. M. S. *Con*.  
J. PITMAN—Commander S. S. *Undine*.  
J. MORRISON—Commander ship *Con*.

into the circumstances attending the British bark *Eurydice*, John Gibb, on 23d December last, and the steps that are being subsequently respecting her, having been duly sworn and the orders of, proceeded to examine the witnesses, and a strict and careful enquiry in the case to the following decision.

The Pilot had hoisted the ship in a very blame is to be attached to the master for not paying proper attention to the vessel, after there was reason to suppose of the anchors had started; in the of which the ship dragged led to the Court is of opinion that no blame is to be attached to the master for the menues taken to off the Rock.

The master is to blame, for allowing the vessel to remain for 12 days on a Sand Bank, and for making little or no water, and the vessel having been moved in the stream, it is to be held that the master is to blame for not having the vessel brought to the ground.

The master is to blame for proceeding Public Auction, a portion of the ship's cargo, &c. his vessel not having been consigned necessitated the interference by the

by the senior Naval Officer on the station, in the interest of the owners and underwriters.  
After a careful investigation into the evidence before it, the Court do not see the necessity of enquiring John Gibb from command of the *Eurydice* of depriving him of the certificate; at the same time strongly caution him to use more care for the time strong, and to pay the cost of this Court, and to conclude that he pays to express its opi- nion that there is great need of a competent Har- bor Master for the port of Foochow, for the safety of vessels trading to it.  
Given under our hands on board H. M. gun boat *Have*, this 19th day February, 1866, at the Pagoda Anchorage.  
(Signed) PHILIP C. LUARD,  
JOHN F. BARNES,  
HERBERT J. ALLEN,  
GEO. H. PITMAN,  
ALEXANDER MORRISON.

#### NEW SOUTH WALES TARIFF.

We abridge the resolutions passed before the Committee of Ways and Means in the Lower House, Sydney, by the Colonial Treasurer, on 20th November, retaining only the schedule of proposed new duties on and after the 1st ult.:—  
On all spirits imported into the colony, the strength of which can be ascertained by Sykes's hydrometer—the proof gallon, 10s.  
On all spirits and spirituous compounds im- ported into the colony, the strength of which cannot be ascertained by Sykes's hydrometer—the liquid gallon, 10s.  
On spirits, when made or distilled from sugar on which Customs duties have been paid—the proof gallon, 10s. 2d.  
On any proportion exceeding 10 per cent of the whole from materials upon which the duty of Customs has been paid—the proof gallon, 10s.  
On opium, including all opium now in bond—per lb., 21s.  
On opium—per lb., 2d.  
On malt—per bushel, 6d.  
On sugar, including sugar now in bond, viz, on candy and refined, or made by any process equal to refined—per cwt., 10s. on first class sugar, as per standard, 7s. 6d. on second class sugar, as per standard, 5s.  
On treacle or molasses, including all treacle or molasses now in bond—per cwt., 2s. 6d.  
On all imported wines, including wines in bond—the gallon, 3s.  
On ale and porter, in wood and bottle, includ- ing ale in bond—the gallon, 6d.  
On tea, including tea in bond—per lb., 10d.  
On dried fruits—per cwt., 10s.  
Resolved, That towards raising the supply granted to Her Majesty there shall be charged, on and after the 1st November, 1865, in lieu of on and after the 1st November, 1865, in lieu of the duty of Customs now imposed upon imported tea, opium, including all tobacco now in bond—per lb., 1s. 6d.  
On rice—per ton, £2.

The "Sydney Morning Herald," in its issue of the 20th ult., pays high compliment to the Treaty of New South Wales for his able and budget, and thus summarises the proposal to increase the revenue by additional imposts:—"The following are the increased and additional taxes which the Treasurer proposed to the Committee. In the duty on rum from 7s. and 20 per cent to 10s., and from this he estimated to realise £30,000; whiskey from 7s. and 20 per cent to 10s., £27,000; perfumed spirits, and all other spirits, except brandy, gin, and liqueurs, to 10s., £20,000. On wine the duty was to be increased from 3s. and 20 per cent to 5s., £20,000. Beer in wood, 1d. and 20 per cent to 3s., £20,000; beer bottled, 2d. and 20 per cent to 6d., £5, 1000. On tea from 3d. to 6d. per lb., £44,000. On sugars—refined, from 6d. 3d. 10s., unrefined, from 5s. to 7s. 6d.; second class to remain at 5s., £20,000. On opium, from 10s. and 20 per cent to 21s., £43,000. Tobacco, from 1s. to 20 per cent to 1s. 6d., £5,000. On dried fruits, a duty of 10s. per cwt., £10,000. Hops, 2d. per lb., £3,400. Malt, 6d. per bushel, £1,450. Rice, 40s. per ton, £13,000. This would make a total of £269,100 to be derived from the duties now proposed to reduce the duty on treacle from 3s. 4d. to 2s. 6d., but did not anticipate that this would make any alteration in the revenue. He also proposed a scheme of annual licences upon banking and public companies and clubs, and persons engaged in business with certain excep- tions, which will be found in our Parliamentary report, and these annual licences, he estimated, would bring in £75,000, which, together with the Customs duties, would make a total of £243,160 to be realised from the taxes he submitted for the approval of the Committee of Ways and Means.

The "Sydney Morning Herald," in its issue of the 20th ult., pays high compliment to the Treaty of New South Wales for his able and budget, and thus summarises the proposal to increase the revenue by additional imposts:—"The following are the increased and additional taxes which the Treasurer proposed to the Committee. In the duty on rum from 7s. and 20 per cent to 10s., and from this he estimated to realise £30,000; whiskey from 7s. and 20 per cent to 10s., £27,000; perfumed spirits, and all other spirits, except brandy, gin, and liqueurs, to 10s., £20,000. On wine the duty was to be increased from 3s. and 20 per cent to 5s., £20,000. Beer in wood, 1d. and 20 per cent to 3s., £20,000; beer bottled, 2d. and 20 per cent to 6d., £5, 1000. On tea from 3d. to 6d. per lb., £44,000. On sugars—refined, from 6d. 3d. 10s., unrefined, from 5s. to 7s. 6d.; second class to remain at 5s., £20,000. On opium, from 10s. and 20 per cent to 21s., £43,000. Tobacco, from 1s. to 20 per cent to 1s. 6d., £5,000. On dried fruits, a duty of 10s. per cwt., £10,000. Hops, 2d. per lb., £3,400. Malt, 6d. per bushel, £1,450. Rice, 40s. per ton, £13,000. This would make a total of £269,100 to be derived from the duties now proposed to reduce the duty on treacle from 3s. 4d. to 2s. 6d., but did not anticipate that this would make any alteration in the revenue. He also proposed a scheme of annual licences upon banking and public companies and clubs, and persons engaged in business with certain excep- tions, which will be found in our Parliamentary report, and these annual licences, he estimated, would bring in £75,000, which, together with the Customs duties, would make a total of £243,160 to be realised from the taxes he submitted for the approval of the Committee of Ways and Means.

The "Sydney Morning Herald," in its issue of the 20th ult., pays high compliment to the Treaty of New South Wales for his able and budget, and thus summarises the proposal to increase the revenue by additional imposts:—"The following are the increased and additional taxes which the Treasurer proposed to the Committee. In the duty on rum from 7s. and 20 per cent to 10s., and from this he estimated to realise £30,000; whiskey from 7s. and 20 per cent to 10s., £27,000; perfumed spirits, and all other spirits, except brandy, gin, and liqueurs, to 10s., £20,000. On wine the duty was to be increased from 3s. and 20 per cent to 5s., £20,000. Beer in wood, 1d. and 20 per cent to 3s., £20,000; beer bottled, 2d. and 20 per cent to 6d., £5, 1000. On tea from 3d. to 6d. per lb., £44,000. On sugars—refined, from 6d. 3d. 10s., unrefined, from 5s. to 7s. 6d.; second class to remain at 5s., £20,000. On opium, from 10s. and 20 per cent to 21s., £43,000. Tobacco, from 1s. to 20 per cent to 1s. 6d., £5,000. On dried fruits, a duty of 10s. per cwt., £10,000. Hops, 2d. per lb., £3,400. Malt, 6d. per bushel, £1,450. Rice, 40s. per ton, £13,000. This would make a total of £269,100 to be derived from the duties now proposed to reduce the duty on treacle from 3s. 4d. to 2s. 6d., but did not anticipate that this would make any alteration in the revenue. He also proposed a scheme of annual licences upon banking and public companies and clubs, and persons engaged in business with certain excep- tions, which will be found in our Parliamentary report, and these annual licences, he estimated, would bring in £75,000, which, together with the Customs duties, would make a total of £243,160 to be realised from the taxes he submitted for the approval of the Committee of Ways and Means.

The "Sydney Morning Herald," in its issue of the 20th ult., pays high compliment to the Treaty of New South Wales for his able and budget, and thus summarises the proposal to increase the revenue by additional imposts:—"The following are the increased and additional taxes which the Treasurer proposed to the Committee. In the duty on rum from 7s. and 20 per cent to 10s., and from this he estimated to realise £30,000; whiskey from 7s. and 20 per cent to 10s., £27,000; perfumed spirits, and all other spirits, except brandy, gin, and liqueurs, to 10s., £20,000. On wine the duty was to be increased from 3s. and 20 per cent to 5s., £20,000. Beer in wood, 1d. and 20 per cent to 3s., £20,000; beer bottled, 2d. and 20 per cent to 6d., £5, 1000. On tea from 3d. to 6d. per lb., £44,000. On sugars—refined, from 6d. 3d. 10s., unrefined, from 5s. to 7s. 6d.; second class to remain at 5s., £20,000. On opium, from 10s. and 20 per cent to 21s., £43,000. Tobacco, from 1s. to 20 per cent to 1s. 6d., £5,000. On dried fruits, a duty of 10s. per cwt., £10,000. Hops, 2d. per lb., £3,400. Malt, 6d. per bushel, £1,450. Rice, 40s. per ton, £13,000. This would make a total of £269,100 to be derived from the duties now proposed to reduce the duty on treacle from 3s. 4d. to 2s. 6d., but did not anticipate that this would make any alteration in the revenue. He also proposed a scheme of annual licences upon banking and public companies and clubs, and persons engaged in business with certain excep- tions, which will be found in our Parliamentary report, and these annual licences, he estimated, would bring in £75,000, which, together with the Customs duties, would make a total of £243,160 to be realised from the taxes he submitted for the approval of the Committee of Ways and Means.

The "Sydney Morning Herald," in its issue of the 20th ult., pays high compliment to the Treaty of New South Wales for his able and budget, and thus summarises the proposal to increase the revenue by additional imposts:—"The following are the increased and additional taxes which the Treasurer proposed to the Committee. In the duty on rum from 7s. and 20 per cent to 10s., and from this he estimated to realise £30,000; whiskey from 7s. and 20 per cent to 10s., £27,000; perfumed spirits, and all other spirits, except brandy, gin, and liqueurs, to 10s., £20,000. On wine the duty was to be increased from 3s. and 20 per cent to 5s., £20,000. Beer in wood, 1d. and 20 per cent to 3s., £20,000; beer bottled, 2d. and 20 per cent to 6d., £5, 1000. On tea from 3d. to 6d. per lb., £44,000. On sugars—refined, from 6d. 3d. 10s., unrefined, from 5s. to 7s. 6d.; second class to remain at 5s., £20,000. On opium, from 10s. and 20 per cent to 21s., £43,000. Tobacco, from 1s. to 20 per cent to 1s. 6d., £5,000. On dried fruits, a duty of 10s. per cwt., £10,000. Hops, 2d. per lb., £3,400. Malt, 6d. per bushel, £1,450. Rice, 40s. per ton, £13,000. This would make a total of £269,100 to be derived from the duties now proposed to reduce the duty on treacle from 3s. 4d. to 2s. 6d., but did not anticipate that this would make any alteration in the revenue. He also proposed a scheme of annual licences upon banking and public companies and clubs, and persons engaged in business with certain excep- tions, which will be found in our Parliamentary report, and these annual licences, he estimated, would bring in £75,000, which, together with the Customs duties, would make a total of £243,160 to be realised from the taxes he submitted for the approval of the Committee of Ways and Means.

The "Sydney Morning Herald," in its issue of the 20th ult., pays high compliment to the Treaty of New South Wales for his able and budget, and thus summarises the proposal to increase the revenue by additional imposts:—"The following are the increased and additional taxes which the Treasurer proposed to the Committee. In the duty on rum from 7s. and 20 per cent to 10s., and from this he estimated to realise £30,000; whiskey from 7s. and 20 per cent to 10s., £27,000; perfumed spirits, and all other spirits, except brandy, gin, and liqueurs, to 10s., £20,000. On wine the duty was to be increased from 3s. and 20 per cent to 5s., £20,000. Beer in wood, 1d. and 20 per cent to 3s., £20,000; beer bottled, 2d. and 20 per cent to 6d., £5, 1000. On tea from 3d. to 6d. per lb., £44,000. On sugars—refined, from 6d. 3d. 10s., unrefined, from 5s. to 7s. 6d.; second class to remain at 5s., £20,000. On opium, from 10s. and 20 per cent to 21s., £43,000. Tobacco, from 1s. to 20 per cent to 1s. 6d., £5,000. On dried fruits, a duty of 10s. per cwt., £10,000. Hops, 2d. per lb., £3,400. Malt, 6d. per bushel, £1,450. Rice, 40s. per ton, £13,000. This would make a total of £269,100 to be derived from the duties now proposed to reduce the duty on treacle from 3s. 4d. to 2s. 6d., but did not anticipate that this would make any alteration in the revenue. He also proposed a scheme of annual licences upon banking and public companies and clubs, and persons engaged in business with certain excep- tions, which will be found in our Parliamentary report, and these annual licences, he estimated, would bring in £75,000, which, together with the Customs duties, would make a total of £243,160 to be realised from the taxes he submitted for the approval of the Committee of Ways and Means.

The "Sydney Morning Herald," in its issue of the 20th ult., pays high compliment to the Treaty of New South Wales for his able and budget, and thus summarises the proposal to increase the revenue by additional imposts:—"The following are the increased and additional taxes which the Treasurer proposed to the Committee. In the duty on rum from 7s. and 20 per cent to 10s., and from this he estimated to realise £30,000; whiskey from 7s. and 20 per cent to 10s., £27,000; perfumed spirits, and all other spirits, except brandy, gin, and liqueurs, to 10s., £20,000. On wine the duty was to be increased from 3s. and 20 per cent to 5s., £20,000. Beer in wood, 1d. and 20 per cent to 3s., £20,000; beer bottled, 2d. and 20 per cent to 6d., £5, 1000. On tea from 3d. to 6d. per lb., £44,000. On sugars—refined, from 6d. 3d. 10s., unrefined, from 5s. to 7s. 6d.; second class to remain at 5s., £20,000. On opium, from 10s. and 20 per cent to 21s., £43,000. Tobacco, from 1s. to 20 per cent to 1s. 6d., £5,000. On dried fruits, a duty of 10s. per cwt., £10,000. Hops, 2d. per lb., £3,400. Malt, 6d. per bushel, £1,450. Rice, 40s. per ton, £13,000. This would make a total of £269,100 to be derived from the duties now proposed to reduce the duty on treacle from 3s. 4d. to 2s. 6d., but did not anticipate that this would make any alteration in the revenue. He also proposed a scheme of annual licences upon banking and public companies and clubs, and persons engaged in business with certain excep- tions, which will be found in our Parliamentary report, and these annual licences, he estimated, would bring in £75,000, which, together with the Customs duties, would make a total of £243,160 to be realised from the taxes he submitted for the approval of the Committee of Ways and Means.

The "Sydney Morning Herald," in its issue of the 20th ult., pays high compliment to the Treaty of New South Wales for his able and budget, and thus summarises the proposal to increase the revenue by additional imposts:—"The following are the increased and additional taxes which the Treasurer proposed to the Committee. In the duty on rum from 7s. and 20 per cent to 10s., and from this he estimated to realise £30,000; whiskey from 7s. and 20 per cent to 10s., £27,000; perfumed spirits, and all other spirits, except brandy, gin, and liqueurs, to 10s., £20,000. On wine the duty was to be increased from 3s. and 20 per cent to 5s., £20,000. Beer in wood, 1d. and 20 per cent to 3s., £20,000; beer bottled, 2d. and 20 per cent to 6d., £5, 1000. On tea from 3d. to 6d. per lb., £44,000. On sugars—refined, from 6d. 3d. 10s., unrefined, from 5s. to 7s. 6d.; second class to remain at 5s., £20,000. On opium, from 10s. and 20 per cent to 21s., £43,000. Tobacco, from 1s. to 20 per cent to 1s. 6d., £5,000. On dried fruits, a duty of 10s. per cwt., £10,000. Hops, 2d. per lb., £3,400. Malt, 6d. per bushel, £1,450. Rice, 40s. per ton, £13,000. This would make a total of £269,100 to be derived from the duties now proposed to reduce the duty on treacle from 3s. 4d. to 2s. 6d., but did not anticipate that this would make any alteration in the revenue. He also proposed a scheme of annual licences upon banking and public companies and clubs, and persons engaged in business with certain excep- tions, which will be found in our Parliamentary report, and these annual licences, he estimated, would bring in £75,000, which, together with the Customs duties, would make a total of £243,160 to be realised from the taxes he submitted for the approval of the Committee of Ways and Means.

The "Sydney Morning Herald," in its issue of the 20th ult., pays high compliment to the Treaty of New South Wales for his able and budget, and thus summarises the proposal to increase the revenue by additional imposts:—"The following are the increased and additional taxes which the Treasurer proposed to the Committee. In the duty on rum from 7s. and 20 per cent to 10s., and from this he estimated to realise £30,000; whiskey from 7s. and 20 per cent to 10s., £27,000; perfumed spirits, and all other spirits, except brandy, gin, and liqueurs, to 10s., £20,000. On wine the duty was to be increased from 3s. and 20 per cent to 5s., £20,000. Beer in wood, 1d. and 20 per cent to 3s., £20,000; beer bottled, 2d. and 20 per cent to 6d., £5, 1000. On tea from 3d. to 6d. per lb., £44,000. On sugars—refined, from 6d. 3d. 10s., unrefined, from 5s. to 7s. 6d.; second class to remain at 5s., £20,000. On opium, from 10s. and 20 per cent to 21s., £43,000. Tobacco, from 1s. to 20 per cent to 1s. 6d., £5,000. On dried fruits, a duty of 10s. per cwt., £10,000. Hops, 2d. per lb., £3,400. Malt, 6d. per bushel, £1,450. Rice, 40s. per ton, £13,000. This would make a total of £269,100 to be derived from the duties now proposed to reduce the duty on treacle from 3s. 4d. to 2s. 6d., but did not anticipate that this would make any alteration in the revenue. He also proposed a scheme of annual licences upon banking and public companies and clubs, and persons engaged in business with certain excep- tions, which will be found in our Parliamentary report, and these annual licences, he estimated, would bring in £75,000, which, together with the Customs duties, would make a total of £243,160 to be realised from the taxes he submitted for the approval of the Committee of Ways and Means.

The "Sydney Morning Herald," in its issue of the 20th ult., pays high compliment to the Treaty of New South Wales for his able and budget, and thus summarises the proposal to increase the revenue by additional imposts:—"The following are the increased and additional taxes which the Treasurer proposed to the Committee. In the duty on rum from 7s. and 20 per cent to 10s., and from this he estimated to realise £30,000; whiskey from 7s. and 20 per cent to 10s., £27,000; perfumed spirits, and all other spirits, except brandy, gin, and liqueurs, to 10s., £20,000. On wine the duty was to be increased from 3s. and 20 per cent to 5s., £20,000. Beer in wood, 1d. and 20 per cent to 3s., £20,000; beer bottled, 2d. and 20 per cent to 6d., £5, 1000. On tea from 3d. to 6d. per lb., £44,000. On sugars—refined, from 6d. 3d. 10s., unrefined, from 5s. to 7s. 6d.; second class to remain at 5s., £20,000. On opium, from 10s. and 20 per cent to 21s., £43,000. Tobacco, from 1s. to 20 per cent to 1s. 6d., £5,000. On dried fruits, a duty of 10s. per cwt., £10,000. Hops, 2d. per lb., £3,400. Malt, 6d. per bushel, £1,450. Rice, 40s. per ton, £13,000. This would make a total of £269,100 to be derived from the duties now proposed to reduce the duty on treacle from 3s. 4d. to 2s. 6d., but did not anticipate that this would make any alteration in the revenue. He also proposed a scheme of annual licences upon banking and public companies and clubs, and persons engaged in business with certain excep- tions, which will be found in our Parliamentary report, and these annual licences, he estimated, would bring in £75,000, which, together with the Customs duties, would make a total of £243,160 to be realised from the taxes he submitted for the approval of the Committee of Ways and Means.

The "Sydney Morning Herald," in its issue of the 20th ult., pays high compliment to the Treaty of New South Wales for his able and budget, and thus summarises the proposal to increase the revenue by additional imposts:—"The following are the increased and additional taxes which the Treasurer proposed to the Committee. In the duty on rum from 7s. and 20 per cent to 10s., and from this he estimated to realise £30,000; whiskey from 7s. and 20 per cent to 10s., £27,000; perfumed spirits, and all other spirits, except brandy, gin, and liqueurs, to 10s., £20,000. On wine the duty was to be increased from 3s. and 20 per cent to 5s., £20,000. Beer in wood, 1d. and 20 per cent to 3s., £20,000; beer bottled, 2d. and 20 per cent to 6d., £5, 1000. On tea from 3d. to 6d. per lb., £44,000. On sugars—refined, from 6d. 3d. 10s., unrefined, from 5s. to 7s. 6d.; second class to remain at 5s., £20,000. On opium, from 10s. and 20 per cent to 21s., £43,000. Tobacco, from 1s. to 20 per cent to 1s. 6d., £5,000. On dried fruits, a duty of 10s. per cwt., £10,000. Hops, 2d. per lb., £3,400. Malt, 6d. per bushel, £1,450. Rice, 40s. per ton, £13,000. This would make a total of £269,100 to be derived from the duties now proposed to reduce the duty on treacle from 3s. 4d. to 2s. 6d., but did not anticipate that this would make any alteration in the revenue. He also proposed a scheme of annual licences upon banking and public companies and clubs, and persons engaged in business with certain excep- tions, which will be found in our Parliamentary report, and these annual licences, he estimated, would bring in £75,000, which, together with the Customs duties, would make a total of £243,160 to be realised from the taxes he submitted for the approval of the Committee of Ways and Means.

The "Sydney Morning Herald," in its issue of the 20th ult., pays high compliment to the Treaty of New South Wales for his able and budget, and thus summarises the proposal to increase the revenue by additional imposts:—"The following are the increased and additional taxes which the Treasurer proposed to the Committee. In the duty on rum from 7s. and 20 per cent to 10s., and from this he estimated to realise £30,000; whiskey from 7s. and 20 per cent to 10s., £27,000; perfumed spirits, and all other spirits, except brandy, gin, and liqueurs, to 10s., £20,000. On wine the duty was to be increased from 3s. and 20 per cent to 5s., £20,000. Beer in wood, 1d. and 20 per cent to 3s., £20,000; beer bottled, 2d. and 20 per cent to 6d., £5, 1000. On tea from 3d. to 6d. per lb., £44,000. On sugars—refined, from 6d. 3d. 10s., unrefined, from 5s. to 7s. 6d.; second class to remain at 5s., £20,000. On opium, from 10s. and 20 per cent to 21s., £43,000. Tobacco, from 1s. to 20 per cent to 1s. 6d., £5,000. On dried fruits, a duty of 10s. per cwt., £10,000. Hops, 2d. per lb., £3,400. Malt, 6d. per bushel, £1,450. Rice, 40s. per ton, £13,000. This would make a total of £269,100 to be derived from the duties now proposed to reduce the duty on treacle from 3s. 4d. to 2s. 6d., but did not anticipate that this would make any alteration in the revenue. He also proposed a scheme of annual licences upon banking and public companies and clubs, and persons engaged in business with certain excep- tions, which will be found in our Parliamentary report, and these annual licences, he estimated, would bring in £75,000, which, together with the Customs duties, would make a total of £243,160 to be realised from the taxes he submitted for the approval of the Committee of Ways and Means.

The "Sydney Morning Herald," in its issue of the 20th ult., pays high compliment to the Treaty of New South Wales for his able and budget, and thus summarises the proposal to increase the revenue by additional imposts:—"The following are the increased and additional taxes which the Treasurer proposed to the Committee. In the duty on rum from 7s. and 20 per cent to 10s., and from this he estimated to realise £30,000; whiskey from 7s. and 20 per cent to 10s., £27,000; perfumed spirits, and all other spirits, except brandy, gin, and liqueurs, to 10s., £20,000. On wine the duty was to be increased from 3s. and 20 per cent to 5s., £20,000. Beer in wood, 1d. and 20 per cent to 3s., £20,000; beer bottled, 2d. and 20 per cent to 6d., £5, 1000. On tea from 3d. to 6d. per lb., £44,000. On sugars—refined, from 6d. 3d. 10s., unrefined, from 5s. to 7s. 6d.; second class to remain at 5s., £20,000. On opium, from 10s. and 20 per cent to 21s., £43,000. Tobacco, from 1s. to 20 per cent to 1s. 6d., £5,000. On dried fruits, a duty of 10s. per cwt., £10,000. Hops, 2d. per lb., £3,400. Malt, 6d. per bushel, £1,450. Rice, 40s. per ton, £13,000. This would make a total of £269,100 to be derived from the duties now proposed to reduce the duty on treacle from 3s. 4d. to 2s. 6d., but did not anticipate that this would make any alteration in the revenue. He also proposed a scheme of annual licences upon banking and public companies and clubs, and persons engaged in business with certain excep- tions, which will be found in our Parliamentary report, and these annual licences, he estimated, would bring in £75,000, which, together with the Customs duties, would make a total of £243,160 to be realised from the taxes he submitted for the approval of the Committee of Ways and Means.

The "Sydney Morning Herald," in its issue of the 20th ult., pays high compliment to the Treaty of New South Wales for his able and budget, and thus summarises the proposal to increase the revenue by additional imposts:—"The following are the increased and additional taxes which the Treasurer proposed to the Committee. In the duty on rum from 7s. and 20 per cent to 10s., and from this he estimated to realise £30,000; whiskey from 7s. and 20 per cent to 10s., £27,000; perfumed spirits, and all other spirits, except brandy, gin, and liqueurs, to 10s., £20,000. On wine the duty was to be increased from 3s. and 20 per cent to 5s., £20,000. Beer in wood, 1d. and 20 per cent to 3s., £20,000; beer bottled, 2d. and 20 per cent to 6d., £5, 1000. On tea from 3d. to 6d. per lb., £44,000. On sugars—refined, from 6d. 3d. 10s., unrefined, from 5s. to 7s. 6d.; second class to remain at 5s., £20,000. On opium, from 10s. and 20 per cent to 21s., £43,000. Tobacco, from 1s. to 20 per cent to 1s. 6d., £5,000. On dried fruits, a duty of 10s. per cwt., £10,000. Hops, 2d. per lb., £3,400. Malt, 6d. per bushel, £1,450. Rice, 40s. per ton, £13,000. This would make a total of £269,100 to be derived from the duties now proposed to reduce the duty on treacle from 3s. 4d. to 2s. 6d., but did not anticipate that this would make any alteration in the revenue. He also proposed a scheme of annual licences upon banking and public companies and clubs, and persons engaged in business with certain excep- tions, which will be found in our Parliamentary report, and these annual licences, he estimated, would bring in £75,000, which, together with the Customs duties, would make a total of £243,160 to be realised from the



**WHAMPOA.**

### RECEIVING SHIPS

Vessel	At	Flag & R.R.	Tonn.	Captain	Owners
Fort William	Hongkong	B. sh.	300	Althman	P. & O. S. N. Steam Co
John Adam	"	B. sh.	1018	Bumcombe	D. Sassoon Sons and Co
Tremola	Macao	P. bk.	340	Marques	L. Marques Callan Early
Mahamoodia	Fuh-chau	B. bk.	292	Oliver	Jardine, Matheson & Co
Snipe	Bangkok	B. bk.	341	Green	Jardine, Matheson & Co
Ann Welch	Shanghai	B. bk.	341	Bosny	Augustine Heard and Co
Scipio	"	B. sh.	292	Kepell	P. Francke China and Co
Waler Witch	"	B. sh.	427	Lewes	Captain Lewes
Lady Hayes	"	B. bk.	334	Kntridge	Jardine, Matheson & Co
Washington	"	B. bk.	472	Bennett	David Sassoon, Sons & Co
Pathfinder	Ta-tsun, Formosa	B. sh.	352	"	Jardine, Matheson & Co
Uernate	"	B. bk.	"	"	Dent and Co

VOL. XXI

CANTON.		SHANGHAE.	
	Tea lbs.		Tea lbs.
JUNE.			
Chalgrove,	268,600	Fire Queen,	933,300
Pakwan,	1,109,400	William Melbosh,	687,600
Behar,		Eliza Shaw,	946,800
Imperatrice,	4,096	Silver Eagle,	1,126,300
Ottawa,	3,301	Guinevere,	864,600
JULY.		Changgen, (from H.kow),	844,800
Raugoon,	4,715	Isles of the South, (do.),	1,039,900
Tigre,	5,768		
Northfleet,	1,087,000	JULY.	
Valdivia,	440,700	Gossamer,	950,400
Carnatic,		Highflyer,	1,181,400
AUGUST.		Ethiopian,	999,600
Sawfall,	869,300	Elizabeth Nicholson,	1,182,600
Mary Nicholson,	692,700	Golden spur,	746,800
Constance,	290,900	Pegasus, (from Hankow),	612,400
Emeu,		Weymouth, do.,	1,095,600
Donnai,	4,235	AUGUST.	
Behar,		Elber Kedger,	665,900
SEPTEMBER.		John Lidgett,	868,500
Sawfall, (from Hongkong),	85,900	Star of China,	1,018,300
Herald,	657,000	Norwood,	872,300
Veronica,	419,200	Hong Ho, (from Hankow)	678,500

AMOI.

SHIP'S NAME	CAPTAIN	FLAG & REG.	TONS	DATE OF ARRIVAL	CONSIGNEES OR AGENTS	DESTINATION	INTERESTED PARTIES
Active	Pessen	Prbk.	148	Mar. 4	Pasdadag and Co		
Britain's Pride	Hudson	S. A. R.	180	Feb. 20	Boyer and Co		
Cuba	Ramanun	Am. bk.	300	Feb. 23	Wielman and Allesh		
Java	Andersson	S. A. R.	340	Feb. 24	Pasdadag and Co		
Maria Rozario	Anselagoe	Sp. bk.	251	Feb. 17	Brown and Co		
Nueva Constanta	Butron	Espbl.	223	Feb. 18	Als own		
Piel		Am. bk.	149	Feb. 3	Pasdadag and Co		
Shootercara	Hara	Du. sh.	743	Mar. 5	O'Order		
Smyrna	Delargie	S. bk.	391	Feb. 24	O'Order		
Theresa Augusta	Freiler	Pa. st	182	Mar. 3	Pasdadag and Co		
Victoria	Hutchinson	Am. bk.	450	Feb. 5	O'Order		
Willy	Rohket	Dre. st	270	Feb. 5	Pasdadag and Co		

**FUHCHAU.**

SHIP'S NAME	CAPTAIN	FLAG & R/C	TONS	DATE OF ARRIVAL	CONSIGNEES OR AGENTS	DESTINATION	INTENDING CREW
Adelphi	Ahrbrieken	P. sr.	135	Feb. 24	Order		
Buena Vista	Ayres	am.sh.	447	Feb. 23	A. Heard & Co		
Catharina	Overbeck	P. sr.	160	Mar. 2	Order		
Charlotte	P. bk.	160	Mar. 8	Order			
Eurydice	ritib	P. bk.	431	Mar. 27	Smith, Kennedy and Co		
Falk	Hennemann	Ho.bk.	160	Mar. 27	Order		
Forest Belle	Bryant	am.bk.	357	Mar. 3	Russell and Co		
Helene	Rundeen	P. bk.	360	Feb. 4	Order		
Lifhtfoot	Rlak	B. bk.	472	Feb. 24	Order		
Manera	Fox	B. sh.	229	Feb. 28	Order		
Morning Star	Johnston	B. sh.	582	Feb. 26	Order		
Nippon	Garst	Du.bk.	180	Feb. 8	Order		
Queen of India	Johnston	B. sh.	657	Mar. 9	Order		
Suez	Dickel	B. bk.	235	Mar. 27	Order		
Waratah	Oliver	B. bk.	300	Mar. 27	Order		
Willy	Bakkar	dic. sr.	250	Feb. 23	Rusden Phipps and Co		

FUHCHAU

## HONGKONG.

SHANGHAI.

SUPPLY NAME	CAPTAIN	PLAC & RIG	TONS	DATE OF ARRIVAL	CONSIGNEE OR AGENTS	DESTINATION	INTERD. DISPATCH
Akondo	Scott	B. bk.	369	Mar. 12	John Thorne	Swatow	Early
Ann Adamson	Leung	B. bk.	400	Feb. 27	John and Co	Swatow	Early
Aurora	Leung	C. bk.	426	Mar. 13	Frazar and Co	Newchwang	Early
Bessie Searight	Tinnu	Pr.bk.	130	Mar. 15	R. Schellhaus and Co	F. or Charter	
Bolina	Russell	S. bk.	438	Aug. 25			
Burdwan	Douglas	P. sh.	893	Sept. 6	Went and Co		
Calcutta	am.bk.	B. bk.	340	Mar. 15	Went, Noling and Co		
Chinaman	Dowdie	B. bk.	657	Mar. 14	Master		
Colombine	Malbranco	Dub.bk.	555	Mar. 9	Stiemssen and Co		
Coulmays	Morrison	B. sh.	578	Mar. 19	Order		
Coummande	Smith	B. sh.	735	Mar. 15	Master		
Drusue	Hunsford	D. bk.	458	Mar. 4	Heard and Co		
Duck	Lorenzo	B. sh.	145	July 21	P. F. Cerna and Co	Laid up	
Emerald	McKenzie	B. bk.	600	Mar. 14	A. Habbibhy and Co		
Junioa Nicholas	Barry	B. bk.	1069	Feb. 18	How and Co	F. or Charter	
Le Beck	McCoshman	Hick	500	Mar. 14	Richard Schellhaus & Co		
Pinzel	Smith	B. sh.	487	Mar. 10	How and Co	F. or Charter	
Glasgow	Smith	B. sh.	1177	Feb. 28	G. A. Livingston and Co		
Haile Jackson	Rennie	am.bk.	84	Mar. 16	Aug. Heard and Co		
Iranitie	Clare	B. sh.	900	Feb. 6	Stiemssen and Co		
James Wishart	McCoshman	B. sh.	765	Feb. 11	Went, Livingston and Co	London	Early
Janet Mitchell	Bullman	B. sh.	711	Feb. 23	A. A. Habbibhy		
John Stevenson	Westley	B. bk.	892	Mar. 1	Frazar and Co		
Keen-tai	Holmes	S. bk.	296	Feb. 11	Capt. Patridge		
Lockett	Lytham	B. bk.	615	Feb. 11	Smith, Kennedy and Co	Liverpool	Early
Madura	Mathews	B. bk.	316	Mar. 18	Order		
Maiden Queen	Smith	B. sh.	815	Aug. 28	Smith, Kennedy and Co	Liverpool	Early
Marion	Laughton	B. bk.	460	Mar. 18	Order		
Medina	McFevan	B. sh.	357	Feb. 27	Original Bank		
Morston	Marston	B. sh.	562	Mar. 18	Frazar and Co	F. or Charter	
Napoleon III	Mowbray	B. bk.	750	Mar. 18	A. A. Matheson and Co		
Naomi	Mayers	S. sh.	710	Feb. 28	Master		
Peterborough	Orchard	B. bk.	560	Mar. 9	Jardine Matheson & Co	F. or Charter	
Perseus	Hunt	P. sh.	267	May 31	Frazar and Co		
Prefet Paul Pearl	Ward	P. bk.	447	Feb. 28	Frazar and Co	Laid up	
Rover	Lewis	am.bk.	300	Mar. 10	Frazar and Co		
Sinoda	Dregalis	P. sh.	650	Mar. 14	Dow and Co		
Teeping	Mackinnon	B. sh.	767	Mar. 12	Gillman and Co		
Vanguard	Scott	B. sh.	628	Mar. 14	A. A. Matheson and Co		
Whampoa	Carters	B. sh.	1197	Feb. 11	Matheson, Matheson & Co		
Winona	Lunt	am.sh.	1150	Feb. 14	Master		

**MANILA.**

**RIVER STEAMERS.**  
**HONGKONG, MACAO AND CANTON.**

Vessel	Flag	Captain	Tons	Horse-power	Owners or Agents
Pamo	British	Lefevre	90	110	He & W. Dock Comp <sup>y</sup> & M <sup>rs</sup> J. A. H. Ho
Palawan	"	Mason	275		Hongkong Co. & M <sup>rs</sup> J. A. H. Ho
Pine Dart	"	Benning	420		Do. & M <sup>rs</sup> J. A. H. Ho
Pin Shan	"	Haskell	850		Do. & M <sup>rs</sup> J. A. H. Ho
Pin Kiang	Amer.	Taylor	1065		Russell and Co
Platin	"				Aethong <i>Laid up</i>
Pr. J. Hoelzebby	"	Dunstan	180		Aethong
Sirak	Amer.	Failla	140		Thomas Hunt & Co
St. Plymouth Rock	"	Newton	3380		Russell and Co
Prince Albert	British		180		Aethong
White Cloud	"	Carrol	380		Hongkong Co. & M <sup>rs</sup> J. A. H. Ho

FUHCHAU

Fiery Cross, . . .	950,400	March, . . .	
Serica, . . .	1,021,800	Jubilee, . . .	861,600
Yangtze, . . .	953,000		
Zika, . . .	643,800		48,768,800
Children, (lost)			1,167
Flying Spur, . . .	884,600		
Black Prince, . . .	1,036,800		
Belted Will, . . .	1,009,600		
Chalgrove, . . .	892,400		
Min, . . .	860,400		
Young Lochinvar, . . .	891,500		
City of Aberdeen, . . .	707,700		
Tasder, . . .	1,098,700		
July, . . .			
Lauderdale, . . .	1,262,100		
Japanese, . . .	1,043,100		
Devana, . . .	856,000		
Sella, . . .	524,100		
Dunsmut, . . .	953,000		
August, . . .			
Chan-Sze, . . .	726,800		
Lorton, . . .	666,700		
Bengal, . . .	982,200		
Everest, . . .	724,700		
Aretia, . . .	855,700		

SEPTEMBER.		
Berwickshire, . . . . .	1,328,200	
Agra, . . . . .	1,123,300	
Auro-ra Australis, . . . . .	650,500	
OCTOBER.		
Maofred, . . . . .	872,600	
St. Dunstan, . . . . .	547,000	
Merse, . . . . .	876,900	
Canaan, . . . . .	1,085,100	
Caractacus, . . . . .	667,900	
Lord Macaulay, . . . . .	1,155,800	
Banian, . . . . .	827,200	
Esperanza, . . . . .	521,600	
NOVEMBER.		
Alexandrina, . . . . .	826,100	
Beemah, . . . . .	1,152,300	
Cores, . . . . .	729,300	
DECEMBER.		
Portland, . . . . .	1,266,600	
Juniper, . . . . .	535,700	
Lantern-muir, . . . . .	1,462,300	
Bacchante, . . . . .	906,200	
Cambalu, . . . . .	673,100	
Assyrian, . . . . .	696,700	
Albura, . . . . .	1,067,000	
January.		
Ocean Spray, . . . . .	445,900	
Adeline, . . . . .	1,003,000	
Dilkoosh, . . . . .	1,040,000	
TOTAL.		
44,880,400		
AMOY.		
Season 1865-66, in 134 vessels, 109,483,100		50%
Season 1864-65, in 166 vessels, 112,500,700		36%

ER. Nightingale

increase.

PRICE OF THE CHINA MAIL, Weekly,—Per Annum, *Fifteen Spanish Dollars*; Six Months *Nine Dollars*; Three Months, *Five Dollars*;—all payable in advance. Subscriptions will be

TERMS OF ADVERTISING.—Five Lines and under, *One Dollar*; each additional Line, *Twenty Cents*—*One-half* of these Charges for Repetitions.

at the same rate, in the OVERLAND issues, unless otherwise directed.

PRICE OF THE OVERLAND CHINA MAIL.—To Subscribers to the Weekly Paper, *Eight Spanish Dollars*: To Non-subscribers to the Weekly Paper, *Twelve Dollars*.

AGENTS.—London, F. ALGAR, 11 Clement's Lane, Lombard Street. Swatow, DROWN & Co.  
Amoy, GILES & Co. Fuhchau, A. D. DORR. Shanghai, H. FERG & Co. Manila, C. KAEUTH.

PRINTED AND PUBLISHED BY A. SHOPTREDE & CO. No. 2, WILKINSON STREET, HONGKONG.

Date	Vessel	At
------	--------	----

Date	VESSET, AT
Apr 5	H. Kong-
6	Far East
6	White Abder
6	Indore
6	Chang
6	C'ang Alpine
6	Yesso
7	Mercurio
7	Marlin
7	Reverald
7	Hector
7	Wm. Candall
7	Alma
7	Canning
8	Madura
8	Ignacio
9	luo
9	Turandot
9	Chingmoon
9	Conchita
9	Telegraph
9	Granada
10	Vicenzo
10	Sophie & Marie
10	Salette
10	Rautpole
11	Deerfoot
11	Hoan
11	Elizabeth
11	Kungmon
11	Ingeburg
11	Kaladana
11	Vanderp
11	Orion
11	Anam
12	Gravina
12	Johanna
12	Singapore
12	Shoory Leen

## PASSENGER

Mrs Pedder, Mrs. S. Willis and Nephew, Captain Harcourt, A. Kong, Capt. Wilkin, Hector, Mrs Wood, Lavonsier, Ah Eoh, Wright. Mr and Mrs Mr Banione.—Per Tavares, infant and Miss Browne, Messrs. Hubner, and

Date	Vessel, from
Apr 6	H. kong.
6	San Lorenzo.
6	Marianne
7	P. of Salzama
7	Young Greek
7	Peeloung
7	Azoff
7	Aden
8	Iek Li
8	Piccola
9	Friendship
9	Meteor
9	Frederick VII
9	Madagascar
10	New York
10	Cornelia
10	Mouette
10	Carry & Jane
10	Cronle
11	Serica
11	Satel ite
11	Themis
11	Malespina
11	Ganges
12	Francis Palmer
12	Yesso
12	Charlotte

PASSENGER

McIntosh, Clarke,  
Mr and Mrs Gilfillan  
servant, Breachley,  
Yokohama, Mr H.

## THE C

PUBLISHED  
HONGKONG, TH

On the 1st February  
Church, Galesburg Ill

assisted by Rev. Wm. Knox College, Rev. China Mission of the JUDSON, of Galesburg. On the 10th Febr. by the Rev. J. W. St RAWLING, architect, second daughter of the

daughter of the late.  
At St. John's Cath.

by the Rev. Thos. St. Warren, C.M.S., CHURCH. On the 8th Feb. by the Rev. Pelham UNDERWOOD, of Shan daughter of John 1 near Manchester. N

On the 15th February  
ples, the BARONESS DO  
At Gough Street

At Shanghai, on  
Consumption, Ex-

the 6th April, 1189A  
years.  
At Hongkong on the

April, DENIS CARROLL  
At the Civil Hospital  
JOHN CLARK, Seaman  
At the Garrison Hospital  
April, FRANCOIS, 2nd P  
Rev. Inter.

\_\_\_\_\_

THE ANGLO-  
1866, published  
Price, \$1.  
"China Mail  
Hongkong, February